

2020
NORTHWEST CLASSIC
MOTOR RALLY XXXII



GENERAL INSTRUCTIONS

HOSTED BY THE
ALFA ROMEO OWNERS OF OREGON

ROGER DILTS
RALLY MASTER

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1. GENERAL INFORMATION

1.1 Concept of the event. This is a Time, Speed and Distance (TSD) rally and is governed by applicable state vehicle codes, these General Instructions, the Numbered Route Instructions for a specific rally and the Supplemental Instructions, if any are issued. The objectives for the rally participants are (a) to follow the Rally Route and (b) to arrive at each Control along the Rally Route at a predetermined time, based on assigned speeds prescribed in the Numbered Route Instructions. Penalties are assessed for leaving the Rally Route and for arriving either early or late (or not at all) at a Control. The team with the fewest penalty points is the winner of the rally.

1.2 Eligible vehicles. Sports sedans, sports cars and other special interest vehicles manufactured before 1981 and registered for use on public highways. (Exceptions for cars manufactured after 1980 may be made by the organizers, in advance only, for cars that are not substantially different from cars of the same marque and model made in 1980. If the car you wish to enter requires an exception, contact the organizers by May 31 for determination of acceptability.)

1.3 Classes. There are two classes available for participants, which are defined by the equipment allowed to be used during the rally. The equipment restrictions begin when the Numbered Route Instructions are distributed and end when Time Declarations are due. Participants must declare a class when registering and may not change their class once the rally begins. Any team not declaring a class will be placed in Standard.

The classes are:

1.3.1 Vintage. Teams in the Vintage class may use only the car's original-equipment speedometer and odometer for measuring distance and speed; average speed displays may not be used. Teams in the Vintage class may use nonprogrammable mechanical or electronic timing devices (clocks and stopwatches) that do not perform any calculations. No calculating device of any kind may be used once the Numbered Route Instructions have been distributed. "Calculating device" is a device that performs a mathematical calculation and includes, without limitation: electronic or mechanical calculators, slide rules, circular slide rules, smart phone apps, GPS or navigational systems, and computer spread sheets or programs. No tables showing time, distance, and speed ("rally tables") may be used, whether printed or electronic.

1.3.2 Standard. Teams in the Standard class may use only the car's original-equipment speedometer and odometer for measuring distance and speed; average speed displays may not be used. Teams in the Standard class may use nonprogrammable mechanical or electronic timing devices (clocks and stopwatches) that do not perform any calculations. Teams in the Standard class may use only non-programmable electronic or mechanical calculators or slide rules (straight or circular) for performing calculations. The use of printed rally tables is allowed. The use of GPS or navigational systems, smart phone apps or computers is prohibited.

1.4 Rally teams. A rally team consists of no more than two people. No one other than the rally team may ride in a rally car without the express permission of the Rally Master. In no case may any person other than the rally team assist in navigation, course following, or on-time compliance.

1.5 Hierarchy of authorities. In cases of conflict between them, the hierarchy of the rules governing this event is: applicable state vehicle code; Supplemental Instructions; Numbered Route Instructions; General Instructions.

2. REFERENCES

2.1 Time reference. Time is expressed in hours, minutes, and seconds, and measured to the nearest second. Official time will be available at the departure point beginning at least 30 minutes before the first car departs, so that participants may synchronize their timepieces to official time. Perfect arrival times are calculated based on the assigned speeds and distances as measured by the Rally Master.

2.2 Speed reference. Speeds are expressed in miles per hour to the nearest whole mile per hour.

2.3 Distance reference. Distances are expressed in miles to the nearest one-hundredth of a mile. Mileages at signs or landmarks are measured at the near edge of the sign or landmark. Mileages at turns are measured at the beginning of the turn. The first section of the Rally Route is an Odometer Check Section by which participants may compare their odometers to that of the Rally Master. Participants may need to adjust their indicated speeds and/or mileages to compensate for any differences between their odometer and the odometer used to measure official distances.

3. RALLY ROUTE FOLLOWING

3.1 General. All information necessary to remain on the Rally Route is provided in the applicable state vehicle code, these General Instructions and the Numbered Route Instructions (including any Supplemental Instructions). Any departure from the Rally Route exposes the participants to potential penalties. The first priority for participants is to always remain on course.

3.2 Eligible signs. All signs referenced in the Numbered Route Instructions, Supplemental Instructions, and Default Route Instructions (Instructions) are non-temporary signs. When an Instruction refers to a sign, the front of the sign may be perpendicular to, parallel to, or at any angle in between, the Rally Route. Therefore, participants may need to look to the side to see a referenced sign, but will never have to look behind or backwards to see a sign used on the rally. Additionally, recognition of STOP and YIELD signs, from the rear, is required for the purpose of determining “protection” only (see APPENDIX A).

3.2.1 Signs referenced in the Instructions will be exact with respect to spelling, punctuation, detail and shape of symbols as graphically reasonable.

3.2.2 All or any prominent part of a sign may be quoted; however no intervening words, letters, numerals or symbols will be skipped, split, combined or reordered. Hyphens and dashes are integral parts of words, letters, and numerals. A sign is read left to right, top to bottom, or in the sequence presented on the sign.

3.3 Eligible routes. The Rally Route only uses roads that are paved, public, through roads. (The use of the word “road” is generic and refers to any paved, public through way, without regard to whether it is named a road, street, boulevard, highway, etc.) All other roads, driveways, and parking lot entrances are considered NOT TO EXIST and must not be counted or considered when executing the Instructions. The route upon which you arrive at an intersection is not an eligible departure route unless you are instructed to execute a U turn.

3.4. Numbered Route Instructions.

3.4.1 Execution of Numbered Route Instructions.

a. Each Numbered Route Instruction is to be executed at the first Opportunity (*see* definition in APPENDIX B), in ascending numerical order. Complete each Numbered Route Instruction fully before proceeding to the next (except for instructions including the acronym ITIS, which may or may not be

executed; see “ITIS” in APPENDIX B). The proper execution of an instruction to proceed ONTO a specified road or TOWARD a named object requires competitors to be simultaneously aware of the next Numbered Route Instruction, which may be executed while on the specified road or prior to reaching the named object. (That is, you do not need to “complete” an ONTO by coming to the end of the road, or “complete” a TOWARD by reaching the object before proceeding to the next instruction.)

b. A mileage listed in a Numbered Route Instruction is a mandatory part of the instruction.

c. Clarifying comments or cautions may be used within Numbered Route Instructions or Supplementals, and will be enclosed in parentheses; clarifying comments are not a mandatory part of the Numbered Route Instructions or Supplementals.

3.4.2 Route selection. At each Opportunity, the Rally Route is determined by executing the next unexecuted Numbered Route Instruction, if possible. At Opportunities at which the next unexecuted Numbered Route Instruction cannot be executed, participants will determine the Rally Route by applying the Default Route Instructions described in APPENDIX A to these General Instructions.

3.4.3 Time expressions. Times in the Numbered Route Instructions are expressed in minutes and seconds rather than in minutes and fractions of a minute.

3.4.4 Speed expressions. Speeds in the Numbered Route Instructions are expressed in miles per hour.

3.4.5 Terms and abbreviations. Some terms and abbreviations used in the Instructions are defined in APPENDIX B to these General Instructions; these are known as “defined terms.” Terms and abbreviations used in the Instructions and not found in APPENDIX B have their normal “dictionary definition.”

3.4.6 Spelling and Punctuation. Spelling and punctuation in the Instructions are precise.

3.4.7 Case and font The Numbered Route Instructions are printed in all uppercase, Roman font. Any difference between the case or font in an instruction and the case or font of the text it refers to should be ignored.

3.4.7. Continuity. All reasonable care is taken to ensure that the Numbered Route Instructions have been accurately printed and assembled. However, it is the responsibility of the participants to check the completeness (correct number of pages), the legibility (ability to clearly read all printing), and the correct order (pages assembled in numerical order). Protests concerning missing or misprinted pages, or incorrectly assembled instructions, will be accepted only within 20 minutes of issuance of the instructions.

4. RALLY ROUTE TIMING.

4.1. General. All information necessary to remain on time is provided in these General Instructions and the Numbered Route Instructions, including any Supplementals. Any departure from the assigned speed exposes the participants to potential penalties. The second priority for participants must always be to remain on time.

4.2. Speeds:

4.2.1. Regularity Sections. Speeds are assigned in each Regularity Section of the rally. Assigned speeds will always be at or below the posted speed limit. The format of the Numbered Route Instructions places the assigned speed in a column headed “CAST,” instead of explicitly assigning a speed in the text of the instruction. A Regularity Section may have multiple segments, each with an assigned speed. The perfect arrival time at Controls is calculated from the assigned speed(s) in a Regularity and the Rally Master’s

measurement of distance. To avoid penalties, participants must arrive at the Control at the perfect time for their car.

4.2.2. Monte Carlo Sections. Speeds may (but need not) be listed within Monte Carlo Sections. If provided, these speeds are Reference Speeds only. Participants may travel at any legal, safe speed so as to arrive at the end of the Monte Carlo Section on time. Timing in Monte Carlo Sections, if measured at all, is measured only at the end of the section; therefore, to avoid penalties and regardless of speed, participants must complete Monte Carlo Sections on time. Participants may need to compute the correct time to complete a Monte Carlo Section, but the information necessary to compute this time will be provided in the Numbered Route Instructions plus your own measurement of distance.

4.2.3 Transit Sections. Speeds may (but need not) be listed within Transit Sections. If provided, these speeds are Reference Speeds only. Participants may travel at any legal, safe speed in Transit Sections. While there is no required completion time for Transit Sections, a Transit Section may be followed by a section with a prescribed start time, so participants must plan accordingly.

5. SCORING AND PENALTIES

5.1. Scoring of Route following. Participants' on-course performance may be measured by the use of Route Controls. Route Controls are indicated by placement of a signboard with an "RC" or "✓•" (checkpoint) clearly visible from the Rally Route, in such a position that it is safely possible to pull off the roadway immediately past the route control sign, next to a vehicle with route control personnel inside. Participants may receive supplemental instruction which must be executed prior to resuming the Numbered Route Instructions. All cars must stop at Route Controls. Stop at the Route Control vehicle just past the Route Control sign for instructions. There are two types of Route Controls:

5.1.1 On-course Route Controls: On-course Route Controls may be located anywhere along the Rally Route. Failure to pass an on-course Route Control will result in assessment of a penalty of 60 points. Additionally, a car entering an on-course Route Control from the wrong direction is considered to be off-course, and will be assessed a penalty of 60 points.

5.1.2. Off-course Route Controls: Off-course Route Controls may be located anywhere off the Rally Route. A car appearing at an off-course Route Control will receive a penalty of 60 points. Additionally, any time any participating car is observed off course by any course official, whether or not at an off-course Route Control, a 60-point penalty will be assessed.

In addition to signed Route Controls, there may be hidden Route Controls in place, where course officials may observe off-course cars without being seen. These are typically placed where an off-course excursion is self-correcting, so that additional instructions are not necessary.

Note that an off-course team need not pass or stop at a Route Control to be assessed a penalty. Observation of the off-course car by a course official is sufficient.

5.2 Scoring of Route timing. Participants' on-time performance is measured by the use of Time Controls. There will be one and only one Time Control per Regularity Section. Time Controls are located so as to be plainly visible by participants, but the locations of Time Controls in Regularity Sections are not typically provided in the Numbered Route Instructions, nor are perfect times typically provided. The Time Control on a Monte Carlo section is always at the end of the section. Teams are assessed a one-point penalty for each second early or late to a Time Control, relative to the perfect arrival time calculated by the Rally Master. An automatic

Free Zone exists from the Time Control to the beginning of the next section. There are three types of Time Controls, not all of which will necessarily be used:

5.2.1 Passage Time Controls. A Passage Time Control is indicated by a signboard displaying a clock face. Time is measured as the participants' cars pass abeam the signboard. Participants are not to stop at a Passage Time Control.

5.2.2 Checkpoint Time Controls. Checkpoint Time Controls (or simply, "checkpoints") are indicated by a signboard with a large check mark and dot ("✓•"), clearly visible on the Rally Route, in such a position that it is safely possible to pull off the roadway immediately past the checkpoint sign, next to a vehicle with checkpoint personnel inside. Time is measured as participants' cars pass abeam the checkpoint sign. All cars must stop at checkpoints. Stop at the checkpoint vehicle just past the checkpoint sign for instructions.

5.2.3 Do-it-yourself (DIY) Time Controls. Do-it-yourself (DIY) Time Controls (or simply, "DIY controls") may be used. Participants may be directed to perform a DIY control, recording their time of arrival, to the nearest second, at certain points designated in the Numbered Route Instructions.

5.3 Penalties:

5.3.1 Time penalties. Penalty points at Time Controls within Regularity Sections, and/or at the end of Monte Carlo Sections, will be assessed at one point per second early or late.

5.3.2 Maximum time penalty per regularity. The maximum time penalty at any single Regularity or Monte Carlo Time Control is 300 points. The penalty for missing a Time Control altogether is also 300 points. Controls will be open at least 5 minutes before the first car is due, and will close no earlier than 15 minutes after the last car is due.

5.3.3 Stopping penalty. Stopping within sight of a Time Control before reaching the Time Control signboard, or stopping anywhere within sight of a signed Time Control, for other than legally required purposes (such as a STOP or Signal) or a safety requirement (traffic, pedestrians, etc.), or when directed in the Numbered Route Instructions to PAUSE, will result in the car being clocked in at the point at which it stops, and will also be assessed a 60-point penalty.

5.4 Determination of overall position.

5.4.1 Final position. Final position in the Rally is determined by the sum of penalty points per team, with first place to the team scoring the fewest penalty points, second place to the next highest, etc.

5.4.2 Tie-breaking to determine overall positions. The first technique used to break a tie will be to award the higher place to the car with the greater number of zeros at Time Controls. Then, if still necessary to break a tie, the highest number of ones, twos, etc., will be compared. Ties will be broken only among cars finishing high enough to be eligible for trophies.

6. ADMINISTRATION

6.1 Vehicle registration and insurance. All vehicles entered in this rally must be currently registered, roadworthy, and covered by insurance that meets or exceeds the requirements of the States of Oregon and Washington.

6.2 Driver qualification. Drivers must possess a current driver's license that is valid in Oregon and Washington.

6.3 Liability waiver. All participants must read, understand, agree to, and sign the prescribed liability waiver form(s) before beginning the rally.

6.4 Grounds for disqualification:

6.4.1 Alcohol and illegal substances. The use of alcoholic beverages or illegal substances is prohibited, as is being under the influence of the same while on the rally, and will result in immediate disqualification.

6.4.2 Moving violations. Receiving a moving violation from any law enforcement official while on the rally may result in immediate disqualification.

6.4.3 Unsafe or irresponsible driving, and unsportsmanlike conduct. Driving in an unsafe and/or irresponsible manner, or engaging in unsportsmanlike conduct, as determined by rally officials, will result in immediate disqualification.

6.4.4 Inter-car communications. The use of mobile telephones, radios, hand signals or any other means of communication is prohibited between cars/participants while on the rally, except in case of emergency.

6.5 Protests. Protests must be in writing and presented to the Rally Master or designated representative. Protests will be accepted only until 30 minutes after the scheduled completion of the rally by the last car.

6.6 Challenges. Challenges to timing will be accepted only in writing within 30 minutes of posting or distribution of scores.

6.7 Time allowances. The purpose of a time allowance is to allow participants a reasonable opportunity to remain on time, penalty-free, without having to drive at unsafe speeds to make up lost time. Time allowance requests must be in writing and presented to the Rally Master or designated representative at a location to be designated. A time allowance request must state the car number, the place of the delay (in which Section(s)), and the amount of delay requested, rounded to the nearest whole minute plus 30 seconds. The maximum delay allowed at any time is 9 minutes 30 seconds. No “positive” time allowances are acceptable (that is, no allowance will be made for early arrival.) Time allowance requests are due 30 minutes after the team’s scheduled completion of the rally. Time allowances may be accepted or refused at the Rally Master’s sole discretion.

Note: Because it not usually safe or even possible to entirely make up a time allowance before the start of the next section or during a section, a time allowance may (and usually does) carry over from one section to another, until the participants are able to make up the allowance by starting a subsequent section early or leaving a break at their originally scheduled departure time to get back to their original position in the rally. Therefore, the maximum limit on time allowances is *not* applied to a sum of allowances for multiple sections, but is applied to the time allowance being carried at any one time. That is, a 5:30 allowance is a 5:30 time allowance no matter how many sections it applies to. It is also not an exceedance of the maximum limit to take a 9:30 allowance, make it up at the morning break, take another 9:30 allowance, make it up at lunch, and take another 9:30 allowance and make it up at the afternoon break.

Wise rallyists will make up time allowances by beginning successive sections as early as they can, incrementally moving their way back to their original position, rather than carrying a high time allowance and risking going over the maximum if further delays are encountered.

APPENDIX A – DEFAULT ROUTE INSTRUCTIONS.

When participants encounter an Opportunity on the Rally Route at which they cannot execute the next unexecuted Numbered Route Instruction, the route is determined by applying the following Default Route Instructions. Participants must apply these instructions discretely (that is, individually and independently of the others), in ascending numerical order, until encountering the lowest-numbered instruction that eliminates all but one possible route. Correctly applying the Default Route Instructions is essential to successfully following the Rally Route.

At any Opportunity on the Rally Route at which the next unexecuted Numbered Route Instruction cannot be executed, participants are to proceed via:

1. ONTO / TOWARD

The single eligible route (named or numbered road) that they have been directed ONTO by a Numbered Route Instruction they are executing, or the single eligible route that takes them TOWARD a road, geographical feature or other object that they have been directed TOWARD by a Numbered Route Instruction they are executing. See: ONTO and TOWARD in APPENDIX B.

2. PROTECTION

The single eligible route without a STOP or YIELD controlling it at the intersection.

3. CENTERLINE

The single eligible route with a painted centerline. All centerlines regardless of type (double, yellow, white, dashed, etc.) are equal.

4. STRAIGHTEST

The eligible route that is reached by proceeding with the least angular deviation from the entry route.

APPENDIX B - TERMS AND DEFINITIONS

AFTER

Refers to an instruction to be executed at the first opportunity after passing a specified landmark, mileage, or sign.

API

After Previous Instruction.

AL or ACUTE LEFT

An instruction of AL or Acute Left is executed by making a left turn of obviously more than ninety degrees.

AR or ACUTE RIGHT

An instruction of AR or Acute Right is executed by making a right turn of obviously more than ninety degrees.

ASSIGNED SPEED or ASGND SPEED

Speeds in the form of Assigned Speeds are expressed in miles per hour and are used in Regularity Sections to designate the mandatory speeds to stay on time and avoid penalties. Note that the format of the Numbered Route Instructions includes a column showing the assigned speed for a Regularity segment, rather than explicitly directing participants that the assigned speed has changed.

AT or @

Refers to an instruction that is to be executed immediately adjacent to a given landmark, mileage, or sign. Depending on the configuration of the intersection, turning AT a sign may require making the turn a short distance beyond (or prior to) the sign itself.

BEFORE

Refers to an instruction to be executed at the last opportunity prior to passing a specified landmark, mileage, or sign.

BL, BEAR LEFT

An instruction of BL or Bear Left is executed by making left a turn of obviously less than ninety degrees.

BLINKER

A BLINKER is a traffic control device requiring a stop or exercise of caution at an intersection. A BLINKER has only one or two lenses facing opposite the direction of travel of the Rally Route (that is, facing you as you approach it). It may or may not be functioning. If it has three or more lenses, consider it a SIGNAL. A flashing light used as a warning device, such as on curves, is not a BLINKER.

BR or BEAR RIGHT

An instruction of BR or Bear Right is executed by making a right turn of obviously less than ninety degrees.

CAST

Change Assigned Speed To.

FREE ZONE

A Free Zone may be designated within a Regularity Section. There are no Controls in a Free Zone. The purpose of a Free Zone is to allow participants to pass through a portion of the route without regard to timing until they arrive at the far end of the Free Zone. For example, a congested area, where maintaining an average speed would be difficult or impossible, is a likely candidate for Free Zone designation. Though speeds are still assigned in the Numbered Route Instructions in Free Zones, they are used only to calculate the time at which participants must arrive at the end of the Free Zone. An automatic Free Zone begins at the Time Control in each Regularity Section.

HTS

Hard To See.

ITIS

If There Is Such. The referenced sign or landmark qualified with the notation ITIS indicates that participants may or may not encounter the sign or landmark, and that the instructed action (including a PAUSE or CAST) must be taken only if the referenced sign or landmark appears before the next following Numbered Route Instruction.

L, LEFT

A left turn of any angle.

MBC(U)

May Be Considered (Unnecessary).

MONTE CARLO SECTION

A section of the rally in which course timing may be checked at the end only. To avoid penalties, participants must correctly follow the route and finish the section on time.

MR

Mileage Reference.

NUMBERED ROUTE INSTRUCTIONS

The Numbered Route Instructions provide directions for course following and assigned speeds for a specific rally. They are provided to participants separately from the General Instructions, usually shortly before the beginning of the rally or at the end of the odometer check section.

OBSERVE

An instruction to take note of a word, sign, landmark or other object. An OBSERVE instruction is executed by visually noting and passing the object. Failure to OBSERVE the designated object indicates that competitors are off course.

ONTO

An instruction of ONTO is used to direct participants to follow a named or numbered road, as indicated by signs, when a sign designating the road is visible at, or prior to, the point where the instruction is to be executed. If you are ONTO a road, the Rally Route follows the road you were placed ONTO, as identified by signs. If,

while you are ONTO a road, an unmarked intersection is encountered or the road designation changes or ends, continue your progress using the Numbered Route Instructions and Default Route Instructions. If the named or numbered road is reencountered, return to the named or numbered road by turning ONTO (or remaining on) it. You remain ONTO a road until you execute a subsequent Numbered Route Instruction that includes an instruction of LEFT, ACUTE LEFT, RIGHT, ACUTE RIGHT, STRAIGHT or STRAIGHT AS POSSIBLE (or any abbreviations of these terms as defined in this appendix).

OPP

Opportunity. A place where the Numbered Route Instructions or Default Route Instructions must be applied in order to determine the Rally Route. (A place where the Rally Route is determined by applying the General Instructions, such as an intersection with only one paved road leaving it, or by obeying traffic laws, such as a T intersection with a one-way street, is *not* an Opportunity.)

The beginning of a Regularity or Monte Carlo section is always an Opportunity.

An Opportunity to execute an instruction to proceed straight or straight as possible exists only at an intersection and at the start of a Regularity or Monte Carlo section.

Because a turn designated as L or R includes those turns of any angle, an instruction “L @ 1st OPP” would be executed by taking the first left turn of any angle (BL, AL or right angle L). Note also that an instruction of “BL @ 2nd OPP” directs competitors to count opportunities to turn left (*of any angle*), then to take the second one, which will be a BEAR LEFT. It is *not* an instruction to count opportunities to BEAR LEFT and take the second one.

OR

A Numbered Route Instruction including the term OR is composed of two distinct instructions separated by the term OR and is completed by executing whichever one of the two instructions may be executed first.

PAUSE

From time to time you may be directed to PAUSE, usually to account for traffic signals or other anticipated delays. Note that the format of the Numbered Route Instructions includes a column with PAUSE times in seconds, rather than explicit instructions to PAUSE in the text of the instruction. The proper procedure for a pause is to account for the PAUSE time in your calculations at the point the PAUSE is given. (Times given in the Numbered Route Instructions are the time of arrival at the point of execution.) That is, an instruction to PAUSE 30 at a STOP at 11:00:00 means you should arrive at the STOP at 11:00:00 and leave the intersection at 11:00:30.)

Whether you actually come to a stop and pause or not may depend on conditions (e.g., it is not necessary to stop at a green signal) and your time (if you are behind time, the PAUSE may help get you back on time if you do not stop). If you are on time and not able to stop at a PAUSE, you will need to “burn off” the PAUSE over the remainder of the section.

R, RIGHT

A right turn of any angle.

RALLY ROUTE

The correct route of the rally. The Rally Route is determined by correctly applying traffic laws, the Numbered Route Instructions, Supplemental Route Instructions (if any), and the General Instructions.

REFERENCE SPEED or REF SPEED

Speeds in the form of Reference Speeds are expressed in miles per hour and may be provided in Transit Sections and/or Monte Carlo Sections. These speeds are provided for information only. In the case of a Transit Section, the Reference Speeds are the speeds used to calculate the time necessary to complete the section in time to begin subsequent sections that may be timed. In the case of a Monte Carlo Section, the Reference Speeds are the speeds used to calculate the time necessary to complete the section on time.

REGULARITY SECTION

A section of the rally in which course timing may be checked at any point. To avoid penalties, participants must follow the correct route at all times and arrive at the Timing Control at the perfect time. Following the Time Control, participants must proceed at a speed adequate to start the next section on time.

SAP, S or STRAIGHT

Straight As Possible or simply Straight. Executed by proceeding on the route that requires the least angular deviation from the route arriving at the point of execution.

SIGNAL

A standard traffic signal with (at least) three lenses facing opposite the direction of travel of the Rally Route (that is, facing you as you arrive at the SIGNAL while traveling on the Rally Route). It may or may not be functioning. If it has only one or two lenses facing opposite the direction of travel of the Rally Route, consider it a BLINKER (see also).

SOL

Sign On Left.

SOR

Sign On Right.

SRIP or RIP

(Sign) Reading In Part.

STOP

1. Refers to an octagonal stop sign at which the contestant is legally obligated to stop. For the purpose of identifying a STOP, ignore an associated sign conditioning the need to stop, such as a sign reading "Right turn permitted without stopping."
2. Only for the purpose of determining PROTECTION in applying the Default Route Instructions, a STOP is also an octagonal stop sign controlling entering traffic on any route by which you may leave the intersection.

T

An intersection where the road you are on intersects a second road at approximately a right angle to form a "T" in map view. It is a "T" intersection only if you are approaching from the "bottom" of the letter T, and NOT from one of the "arms."

TOWARD

An instruction of TOWARD is used to direct participants to follow a named or numbered road, or to follow the route toward a geographical feature, object, or road as indicated by a sign, although there need not be a sign at the point the instruction is initially executed. (That is, an instruction reading “R TOWARD PORTLAND” is executed at the first opportunity to make a right turn, even if there is no sign for Portland at that point; then following subsequent signs for Portland.) Participants will continue to follow the Rally Route by applying the Default Route Instructions, following signs TOWARD the designated road/geographical feature/object until executing a subsequent Numbered Route Instruction that includes an instruction of LEFT, ACUTE LEFT, BEAR LEFT, RIGHT, ACUTE RIGHT, BEAR RIGHT, STRAIGHT or STRAIGHT AS POSSIBLE (or any abbreviations of these terms as defined in this appendix). (Note that an instruction to proceed TOWARD a named or numbered road means to proceed until encountering that road as indicated by a sign, then proceeding on that road, or applying the Default Route Instructions if the Rally Route is ambiguous at that point.)

TRANSIT SECTION

A section of the rally in which course timing is not checked. To avoid penalties, participants need only follow the correct route, correctly executing each Numbered Route Instruction, although short course deviations for fuel or personal comfort are permitted. Note however that a Transit Section may be followed by a section with a specified start time, in which case, to avoid penalties, participants must finish the Transit Section in time to begin the following section on time.

“XXXXX”

Words and/or numerals in quotation marks refer to words, numbers, or phrases written on non-temporary signs or structures. All such signs will be clearly visible to participants traveling at rally speeds under rally conditions, and will be quoted exactly as they appear on the sign, but without regard to case or font.

Y

An intersection where it is possible to BEAR LEFT or BEAR RIGHT (or both). It is a “Y” only if you are approaching from the “bottom” of the letter Y, and NOT from one of the “arms.”

YIELD

1. A triangular yield sign at which the contestant is legally obligated to yield.
2. Only for the purpose of determining PROTECTION in applying the Default Route Instructions, a YIELD is also a triangular yield sign controlling entering traffic on any route by which you may leave the intersection.